

3-5-1986

## Avion 1986-03-05

Embry-Riddle Aeronautical University

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NTSB speaker  
tonight in the  
Univ. Center

## Inside This Week

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An award winning collegiate newspaper

Embry-Riddle Aeronautical University, Daytona Beach, Florida

60 YEARS OF AVION AERIAL FLYING

Volume 52, Issue 8

March 1985



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a resident of Ormond Beach. Swanningson reportedly assumed a nose-high attitude before plummeting to his death.

## Plane crash claims man's life in Deland

By Mark Stern-Montagny

DELAND — Douglas W. Swanningson, 63, Ormond Beach, died Monday at approximately 3:15 p.m. when his homebuilt Rutan "Quickie" aircraft crashed after takeoff from Deland Airport.

"He was about 300 to 400 feet above ground in a high-pitch attitude when the aircraft banked left and entered a nose dive," said Joe Heuchert, a flight instructor who witnessed the accident.

Heuchert and student pilot Bob O'Donnell—both ERAU students—were the first to arrive and put out the aircraft fire with extinguishers borrowed from a nearby industrial complex.

Swanningson had logged more than 900 hours in his Quickie prior to the accident.

No cause has been established for the accident. The National Transportation Safety Board and the FAA are investigating.

Last year's attendees of Skyfest '85 might have remembered Swanningson's Quickie, which was parked on the Riddle ramp as part of the airshow's static display.

The Quickie is one of a series of Rutan designs which feature composite construction and canards which assist in their stall-proof characteristics. The wings, which are designed for high performance, are located directly behind the aircraft's cockpit.

## ERAU official disappears

## Filthy dorms mean trouble for Triangle



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A group photo by Mark Stern-Montagny.

## Filthy dorms mean trouble for Triangle Cleaning Co.

By Richard S. Calvert

Following a recent inspection by school administrators, the university has promised to cancel all contracts with its current cleaning service if standards are not raised to what ERAU calls "an acceptable level."

In a letter of discontent directed to the General Manager of Triangle Services of Florida, Inc., University Business Director, Charles Fountain, outlined a firm policy which, in his words, is designed to "insure" that the University is getting the good service it contracted for.

Fountain, who visited the showers and restrooms of the on-campus dormitories recently, expressed deep discontent at the cleaning service's performance with the dorms.

Though he felt that the company is doing a satisfactory job in the academic, public, and common areas of the campus, Fountain pointed out that in the dormitory restrooms, the company had "failed miserably."

In the past, as complaints were sent into the cleaning firm, it hired people to return the facilities to a satisfactory level. Once the standards were accepted,

By Steve Cagle

Since Thursday morning, Ronald Marlar, the director of public relations for Embry-Riddle, has been missing, and as of Monday afternoon police have no leads as to his whereabouts.

Marlar was last seen by his family early Thursday morning in their home in Ormond Beach. He called his secretary at the Bunnell administrative office around 9 a.m. and informed her that he was not feeling well but would be in to

work in the afternoon. This was the last known contact with Marlar as he did not arrive at work.

Ormond Beach police were contacted Thursday evening about 7:30 p.m. after Marlar's family was unable to locate him. Police, utilizing a helicopter and a tracking dog, searched the area around Marlar's home Thursday night and Friday morning, but nothing was found.

According to a spokesman for the Ormond Beach police department, there is no evidence of foul play nor do police have any

reason to suspect it since there have been no reports of threats to Marlar, and he has no known enemies.

One area of concern surrounding Marlar's disappearance is the fact that he was on medication for a serious medical condition and the medicine had been found in the house.

Ormond police have notified area law enforcement agencies, and if he is seen, it will be reported to Ormond police. In addition,

See LOST, page 6

## Eastern announces Texas Air Takeover

By Bill Fisher  
Avion Staff Reporter

On Sunday February 22, 1986, at 2:45 a.m., Eastern Airlines Board of Directors voted 15 to 4 in favor of selling the airline to Texas Air Corporation.

Faced with problems from its three major unions, a \$2.3 billion dollar debt, and its inability to trim operations enough to compete successfully with the new breed of

low cost, no frills airlines, Eastern opted for the sale because "there is tremendous potential in this agreement to make Eastern a much stronger and more competitive airline" according to Eastern President Frank Borman as quoted by the Associated Press. Borman went on to say "The only alternative would have been to file for protection under Chapter 11 of the federal bankruptcy law which was an

unacceptable solution."

Eastern was facing several important deadlines. The Air Line Pilots Association, which represents 4,300 Eastern pilots, had voted 3,366 to 154 in favor of striking on February 26. The Flight Attendants also had agreed on a general strike to start on March 1.

If the strikes had been realized

See MERGE, page 11

## Aid plan approved

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### SGA leaders promised tuition help

By Patrick W. McCarthy

The ERAU Board of Trustees recently approved a tuition assistance program for leaders of the Student Government and its divisions.

This marks the first implementation of compensation to previously unpaid student volunteers. The program will take effect with the Summer A trimester.

Eric Doten, Chancellor of the Daytona Beach Campus, announced the University administration's approval of the program last week.

The tuition assistance program was developed through the efforts of several present and former members of Student Government and its associated divisions. The first genesis of the program was discussed in the

SGA's Budget Guidelines Committee in the Fall of 1985.

Members of the Budget committee included SGA representatives Geoff Hunt and Matt Maranto, then-Entertainment Chairman Mark Creager, former Avion Editor Brian Finnegan, Avion Business Manager Gordon Crago, SGA Vice-President Jeff Kohlman, and several other students.

The proposal was finalized prior to the end of the Fall trimester and presented to the Board of Trustees by SGA President Arnold Leonora for consideration during their Executive Council meeting in January.

The Trustees' Executive Committee studied the proposal and recommended to University President Ken Tallman that it be

See AID, page 6



Avion photo by Mark Stern-Monaghy

Pianist/comedian Carl Rosen entertained ERAU students and faculty alike at the "Happy Hour" sponsored by the Entertainment Division of the SGA. Those attending enjoyed a wide range of music and beverages for nearly three hours.



Avion photo by Jan Martin

Snoopy I, one of the last eight surviving B-58 supersonic bombers, rests forlornly in the Mojave desert. The number six prototype, this aircraft was used as a test article throughout its

life. Here, Avion reporter Patu Merlin overlooks the upper surface detail of the aircraft. Snoopy I was last used to test the ASG-15 radar for the YF-12A.

## Triangle Cleaning Co.

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Though he felt that the company is doing a satisfactory job in the academic, public, and common areas of the campus, Fountain pointed out that in the dormitory restrooms, the company had "failed miserably."

In the past, as complaints were sent into the cleaning firm, it hired people to return the facilities to a satisfactory level. Once the standards were acceptable, it released the new employees.

In his letter, Fountain addressed as well. "To continue this up and down circle is unacceptable. Triangle must have adequate resources on site to maintain an acceptable level of service." He continued that he "would like to have assurances from Triangle that (they) are making a permanent fix to the problem, and not just a band aid to get by another day."

Concerning the dorm bathrooms, students have claimed a lack of toilet paper as one of the minor points. According to some individuals, mold and grime within the shower stalls are not uncommon under the present system. Other complaints include film-covered floors, stained toilet bowls, and neglected sinks.

As stated by Fountain in his letter (which also was sent to the

See DORMS, page 3

Editorial

Apathy reigns but not supreme

Many problems exist at Embry-Riddle. Some involve the administration; others are the result of facilities maintenance and repair. A number relate directly to the students who attend the university. At the asking, nearly everyone has the answer to any given problem, but a vast majority are unwilling to take action to alleviate the dilemma.

Yes, apathy is a harsh environment. Fortunately, however, not everyone on this campus is so resigned. In fact, many of the school's clubs and organizations go out of their way to assist the needy and ensure that the poor or handicapped are cared for. For example, one of the more prominent groups on campus in the area of community service is the Vet's Club. Popularly known for their efforts in the annual Riddle Regatta, this organization selects an agency in need every year to contribute its funds to. In addition, the Vet's Club has maintained an active role in the past through the hosting of Boy Scout Olympics, Big Brother and Big Sister programs, and a variety of other charitable functions.

Another group to note is, of course, Sigma Chi. It is not uncommon to drive onto the Riddle campus and see the community's Red Cross van parked by the University Center. Through their efforts, Sigma Chi has established the largest blood donorship in all of Volusia County.

Recently, when the Red Cross notified the group that it had an emergency need for blood, Sigma Chi jumped at the opportunity to assist. A week after the impromptu drive, they sponsored their second successful blood-raising attempt in less than 14 days!

Though perhaps the most recognized due to their longevity and popularity, these are not the only campus organizations that reach out to help those in need. For instance, the Theta Phi Alpha Sorority, while one of the newest organizations in the system, has pioneered major areas of community service.

Also, the ROTC units from both services represented on campus volunteer themselves at nearly every parade or sporting event to present the national colors. The Entertainment Division of the SGA is presently working with the Conklin Center for the multi-handicapped, coordinating visits during various on-campus functions.

Over the holidays, all clubs and organizations were encouraged to assist the campus ministry in efforts to provide food for the area's hungry. The ministry's needs were fulfilled as canned goods from all areas of the university generously poured in.

The list continues, and as it grows, it serves to reveal that there are, in fact, students who care on campus. These groups, and many like them, are performing the necessary actions left undone by others.

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They act in groups, yet are composed of individuals—caring individuals. Each should be commended for his or her efforts, as should anyone who freely gives of his time in service to others. Their work helps to make this university a more outstanding school, and the community a better place to live.



Cartoon: Press Service

Letters to the Editor

Off Target

To the Editor:

I was impressed with the letters and articles, both pro and con, concerning the formation of the Young Republicans on the ERAU campus. Political activities should always be scrutinized and never taken on face value.

One letter, however, made a comparison of Communism and Fascism that implied the Soviet Government has greater respect

Students should be aware that the Soviet Government, just since the beginning of the 20th century, has systematically starved a segment of their population (the kulaks, which numbered greater than 6 million), randomly executed any person perceived to be a threat to the government (purges of the '30's), forced repatriation of Soviets that fled Stalin as a condition of the Yalta agreement with FDR, and the list goes on and on.

More recently, they have staged such propaganda stunts as releasing Shcharenansky, a human rights activist who gave them nothing but headaches, in return

These are only token releases and do not reflect reflect a change in policy, only propaganda techniques.

Last month they launched the foundation of a permanent space station named *Mir* or "peace" in English. Obviously the name was picked for its anti-SID sentiment because Marxists do not share the English translation of peace as nonviolent coexistence. The Marxist-Leninist translation means "no further resistance" and it's now orbiting the globe.

It is true the Soviet Government is not running gas chambers. Instead they run the Gulag Archipelagos in Siberia

policy? Are they better than the Nazis or are they just smarter because we accept their sincerity? I'm not calling for the paranoia for the McCarthy era for that gives rise to the forces that we are trying to defeat. Instead we have to analyze the history and attitudes of the Soviet government and apply them realistically to current events.

Kirk A. Gunn  
Box 4042

That Small Step



Cartoon: Press Service

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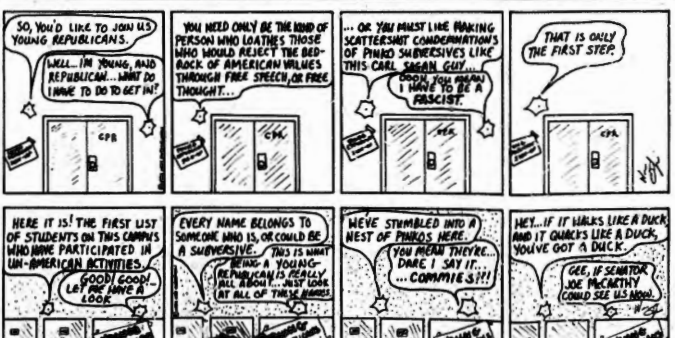
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This is a response to recent articles that have appeared in the Young Republicans column.

See LETTER, page 3

Kiyde Morris

wes oleszewski



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This week's staff: Brian Nicklas, Pete Merlin, Ken Saunders, Rich Grey, Chlp Moore, John Cuy, Jeff Chazette, Don Pysar

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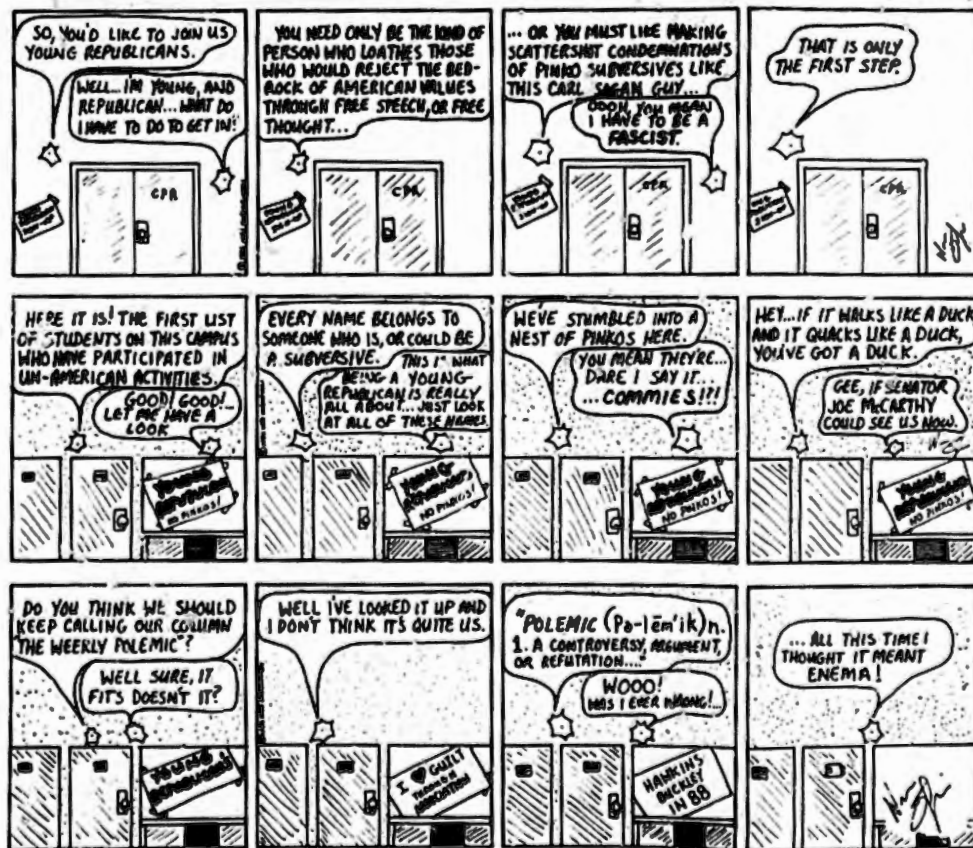
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The Avion Editorial Board members are: Richard Calvert, Gordon F. Crago, James Banke, Tim Van Milligan, Mark Stern-Montagny, Steve Cagle, and Tim Markwald. The Avion is an Associated Press affiliate newspaper and subscribes to the Campus News Digest and College Press Service. The Avion is a member of the Columbia Scholastic Press Association, College Media Advisers, and the Associated Collegiate Press.

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AP Associated Press



## Do you feel that the SGA is in touch with you, as a student, at Embry-Riddle?



Debbie Kumpula—"Yes, This is my first year so I haven't gotten into it a whole lot, but they are."



Dave Eaton—"I never really talked to anyone, and I have no reason to go talk to them so I've never really seen them. I supposed that if I needed some questions answered, I could go find them."



Chuck Bowers—"Not really, I think they kind of operate on their own. I don't think they have really to much to do with the students... they try to work for the students, but I think what they do and how they operate is kind of just between themselves."



Steve Barton—"Well, I am in Lambda Chi Alpha, and I know several of the officers and through that, I am somewhat in touch with the SGA. Yes."



Joe Vella—"I am satisfied with the way they represent us as far as taxation and teacher conflicts—they supply enough services, but I'm not satisfied with the way they represent us on the Board (of Trustees) as far as tuition hikes go."



Steve McNulty—"Basically right now, not really, I don't feel that it takes care of all the students' needs right now. With regards to sports, I think we should have more stuff, and the Student Government isn't really forcing that right now I don't think."

## LETTER

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Valley Stream, New York) "Triangle Maintenance is the only entity that can determine the salvageability of this contract." He added, "If, during this ensuing thirty day period, the con-

tract is maintained at a level that is acceptable, we will consider the program viable and ongoing. If, on the other hand, after due evaluation, it is your decision that the efforts to salvage the contract are not worth the reward, please inform me

without delay so that I may issue the appropriate letter of termination." March 30 will mark the deadline for Triangle's "get well" period, at that time the University will determine whether Triangle will keep the contract.

## LETTER

(continued from page 2)

Any effort that can be made on anyone's (not geographical or political boundaries) part to work towards worthwhile goals through the sharing of thoughts, ideas, technologies and talents, is the greatest step towards unified peace for Humanity... not just Democracy.

Remember these profound words, "One small step for a Man..." Keep in mind this was followed by "...One giant leap for Mankind"... not merely that United States and it's allies.

Rebecca R. Miller  
Box 7315

### Dismal Spirit

To the Editor:

Let's talk about school spirit. Come on, give me a break; there is none. What ever happened to Homecoming, football, and basketball games that real schools have?

See, the problem here is that we don't have any of these. There's nothing to get excited about; nothing to rally behind. Oh sure, we could go see an exciting golf match as our wonder-

ful golf team takes on the Mainland High School girl's JV team. Now there is a fun day out. But I do at least respect the golfers for getting involved. They have more guts than most of the people on this campus.

I will tell you exactly how much school spirit we have. About the only school spirit I have seen is when someone drops a tray in the U.C. and everybody applauds. Does't that make you sick?

Half the purpose of going to college is to interrelate with different people. This helps us become well-rounded, as college is not all academics. Here at Rid-

dle, I am afraid that 75 percent of us, upon graduation, will be social misfits. Sure, we can fly and design a plane, but will we be able to function socially?

Another example of the pseudo-spirit comes from the fraternities and the sorority. Don't people realize that this is a bunch of bull. The fraternities are not fraternities at all. They are simply a bunch of guys getting together, making believe they are having a good time. In reality they are a bunch of lonely souls trying to cover up the fact that they can't get any girls here. And what about that sorority? Are those girls or just guys dress-

ed as girls trying to find something different to do? Although I have to admit that a number of them are good-looking, even then, some of them have severe attitude problems since girls are in such a high demand here at good old Embry-Riddle.

Instead of constructive school spirit, I see a bunch of open-mouthed, fly-catching, drooly-faced, fly-starved jerks in front of the T.V. at the U.C. who are intensely interested in the adventures of the Transformers, The Thundercats, He-Man, and G.I. Joe for the ROTC guys. These people seemingly vegiate from

the radiation emitted from the tube. They give a new meaning to the term "Idiot Box."

Doesn't anyone realize that we all have one thing in common? Let's be proud that we go to ERAU. Let's not be thought of as only a good aviation school, but also a school that is well-rounded, and one that the students genuinely care. The way to do this is to get involved, and school spirit will follow. Let's become a real school.

Mark Lyden and Compar  
Box 6993

See more letters, page 7

## Airshow honors war heroes

By Brian Nicklas  
Avion Staff Historian

The Valiant Air Command's annual assault on the skies over Titusville is set for this Friday, Saturday and Sunday. Located at the Space Center Executive Airport (formerly TICO), this event has become the highlight of the East Coast airshow circuit.

With at least two special attractions for this year's show, the warbird fan will not be disappointed. Grumman Aircraft and the U.S. Navy plan a big exhibit on naval aircraft as a salute to

Naval Aviation's 75th Anniversary. Boeing will exhibit "Nose Art" from B-17 aircraft. The theme for this year's show is Doolittle Raiders, and in addition to honoring many of the crew who participated in the historic WWII raid, there will be some 12 B-25 aircraft flying during the airshow.

Aircraft have always been the big draw at the VAC show, and this year the crowd will have over 125 military classics to view. Some of the warbirds will be rare, such as a Grumman Panther, while others are only slightly

more plentiful, like the North American P-51 Mustang.

While the airshow starts at 12:30 pm, the flightline will be open from 10 am until right before the airshow starts. Tickets for the event are eight dollars for adult, one dollar for children under 12. Flightline passes are available for an additional two dollars. If you would like to attend all three days of the fun, a three day airshow pass (which includes flightline) is \$20.00. Advance tickets through VAC members or Select-a-seat are six dollars for adults.



The Douglas C-47 is just one of many Warbirds and Airshow at Spaceport Executive airport to be seen at this weekend's Valiant Air Command Airshow in Titusville. Over 125 aircraft are expected.

## DORMS

(continued from page 1)  
president of Triangle services in Valley Stream, New York), "Triangle Maintenance is the only entity that can determine the salvageability of this contract." He added, "If, during this ensuing thirty day period, the con-

tract is maintained at a level that is acceptable, we will consider the program viable and ongoing. If, on the other hand, after due evaluation, it is your decision that the efforts to salvage the contract are not worth the reward, please inform me

without delay so that I may issue the appropriate letter of termination."

March 30 will mark the deadline for Triangle's "get well" period, at that time the University will determine whether Triangle will keep the contract.

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## TPA

By Laura McManamy  
Pledge Trainer

**WOW!** We've had a busy couple of weeks! February 8, Theta Phi Alpha welcomed five new women into the family. Congratulations should go to Christine Corsones, Corinne Drawdy, Kimberly Harrington, Jennifer Johnston, and Staci Marcus. Good luck during the upcoming pledge season!

Earlier the same day, some of the members attended a rape seminar, sponsored by the Rape Crisis Center located behind the Halifax Hospital. The Rape Crisis Center is one of the community services that Theta Phi Alpha lends support to.

## Theta Phi Alpha

For the past three weeks, Theta Phi Alpha have been seen at the race track, setting pitches, pins, and working as hostesses and bartenders in the VIP Lounge.

The money raised will be used to finance future events. Thanks to all the women who put in long hours to benefit the sorority. A special thanks to Kristin Longren for her organization, and her ability for keeping the ball rolling. Great job!

On Feb. 14, Valentine's Day, Theta Phi Alpha provided some homemade goodies for all, in the form of cupcakes. I hope that all who indulged in the sweets enjoyed them!

Now that things have begun to settle down, Theta Phi's have time

to enjoy ourselves. The pledges should be looking forward to this weekends "Find your way to Theta Phi Alpha" adventure. I promise it to be an enlightening time for all who participate.

On Feb. 28, Theta Phi's will be enjoying our first social/mixer of the trimester. Sigma Chi and Theta Phi Alpha will be going in style — kamikaze style. Bonza! In the meantime, the members of the Beta pledge class will be striving to discover what we Theta Phi's have already found, that Theta Phi Alpha is not just a social sorority, but a FAMILY.

Remember: Nothing great is ever achieved without much enduring.

## Riders

By Rick Fingers  
Club Spokesman

Salt Springs was the area chosen for the Riddle Ride: first camping trip this trimester. Despite dreary weather a good amount of the club attended the activity.

Is the suicidal efforts of a herd of hornets, Popeye came out and Olive came out later. Even Kewboy Dave drove out under the dark clouds; however, he's probably still out there waiting for the rain to stop so his new Ninja won't get wet on the way home.

Some of the Riddle Drivers made an appearance and so-

## Motorcycle Club

meone showed up with only a Capri, but it was pointed out that Harley's don't fit everyone's style. Oh well.

Salt Springs earned its name from the abundant salt deposits in the area. It is the water source for one of the 1440 lakes in Lake County. Although there were fresh water fish in the spring, the lemonade punch supposedly tasted a little salty, probably from the sea brought at the local store.

There was plenty to drink and some of the best Columbian London burgers that could be brought into the country. Everyone had a good time and Mike and Bob even

found time to babysit for some campers down the road.

The club will be riding in the Bike Week Parade again this year. It will be held Sunday, 9 March. Notices will be sent to mailboxes to inform where and when to meet. Remember to clean the bikes and to wear the Riddle Riders T-shirt.

There are still plenty of activities coming up, including another camping trip as well as the highly competitive canoe trip. There's a lot going on this week and plenty to see so, be extra careful while you're riding. Ride Aware — Show You Care.

## Vet's Club

By Lisa Doyle  
Club Spokesperson

Open the throttle and wheel down to the meeting this Friday at 7:30 p.m. in the CPR. We'll be gearing up (har, har) for the motorcycle races this weekend, so if you want to go, volunteer!

We voted on a nice bid for the ice concession last meeting, so we should be in for some hefty returns. But first we have to do the job!

Ice workers will be needed for Saturday, March 8 and Sunday, March 9 from about 6 a.m. to 6 p.m. Back-straight concession workers (by far the best place to be for the Daytona 200) will be needed Sunday only from about 6 a.m. to 6 p.m.

Sign-up sheets are (supposed to be) posted on our Vets Club

bulletin board. I've been here for 2 and a half years and I just found out where that thing is! It's on the lower end of the wheel chair ramp which is behind the Flight Deck Burger joint. Check it out.

OK, what's so great about the back-straight? Well, right before the race starts, hundreds and hundreds of motorcycles from every shape, size, make, state, and rider file into the parking area back there.

They (normally) have a live band set up and free food for the riders. But don't you worry — our business will be booming cause these people don't have motorhomes with all the provisions like all the auto race fans! Some of us all know they can drink some beer too ("I want Budweiser").

So if you like interesting cycles

(and interesting people, and black leather) bring your camera. Plus the race to boot (chicane turn is right in front of grandstand). We need everyone to help out so we can really cash in, take some weight off the board members, and maybe have some \$10 over to have extra gigs!

Speaking of gigs, we've reserved several cabins at Blue Springs for a Memorial Day Weekend camping trip. We're projecting going Friday afternoon and staying till Sunday or Monday (yes, Memorial Day is a day off — even if it wasn't, I should think Veterans will take it off anyway).

A M\*A\*S\*H party is in the undertaking and may be definitely have a bench party at Flagler (and not in the rain).

Sounds good to me! See you Friday night?

By Cdt Cpt Laura L. Skama  
AROTC Correspondent

Knowing the enemy was out there, somewhere, one lone squad of the Blue Army was sent cautiously through the forest of Ocala to conduct a movement to contact. The sun was shining and a gentle breeze whispered through the trees.

There was a small ravine running parallel to their course. Suddenly there was a roar of rifle fire directly in front of the moving squad. In one fluid movement, everybody in the squad got down or rushed for cover and returned fire.

Instantly the squad leader analyzed the situation knowing that if his squad was to survive, they must get out of this danger area. The enemy was 50 meters in front of them and the only good

cover was the ravine to their right. Immediately he called "A Team lay down suppressive fire, B Team bound right 30 meters to the ravine and lay down suppressive fire for A Team!"

B Team leader quickly took control of his team. The team sprang up and rushed for the ravine while A Team maintained fire superiority to cover their movement. A soon as they reached the ravine, they got in position and returned fire to support the A Team's movement out of the danger area.

The A Team rushed into position alongside the B Team, they had successfully escaped the enemy ambush. The squad leader yelled "R.T.O. Team leaders take accountability!" The radio man rushed over to the squad leader and established contact with the

Blue Army leader on his PRC-77 radio.

The squad leader then took the mike from the R.T.O. and said, "Blue Army leader, this is Blue Army 1, enemy contact at 493444, call for fire, danger close O.U.T." Soon artillery simulators impacted on the enemy position and the first squad of the Blue Army was ordered to return to their home base, MISSION ACCOMPLISHED.

On the weekend of the 21-23 of Feb., Army ROTC cadets received tactical training similar to that which was mentioned during a right training exercise (FTX).

The cadets were divided up into two armies, Blue and Red, with 3 squads in each. Each squad leader received a "frago" indicating the mission for each tactical

See ARMY, page 13

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# AAAE

By Jeff Miller  
Publicity Officer

**Airport Closed sundown to sunrise.** No touch and goes between 10 p.m. and 7 a.m. These actions are sometimes the result of pressures applied by "concerned" citizens. Not all citizen's groups are against airports.

On Friday, Feb. 21, ERAU's AAAE Chapter held a luncheon meeting with guest speaker for the Citizens for the Preservation of the Waterfront/Airport. Ruth Varn, Dick Ross and Suzie Kichhoff told us how this St. Petersburg group has fought to save the 65 year old Albert Whitted Municipal Airport.

Oddly enough, the airport is not under attack because of a noise problem, nor for safety reasons. The problem is the St. Petersburg Times. This newspaper declared war on the airport in 1935 and has tried off and on since then to have the airport closed. The airport is city owned and sits on prime

## American Association of Airport Executives

waterfront land valued at \$78 million.

The airport has a main runway 3400 feet long and has 10,000 operations per month. It is served by a control tower from 7 a.m. to 9 p.m.

In 1984, Whitted brought \$16 million to St. Petersburg coffers. The number of aircraft based at the airport was projected to reach 200 by 1990. They hit that last year.

In 1982, the Times wrote an editorial which said that the city needed a hotel convention center which would back up to the airport. It was over this issue that the CPW/A was formed, by citizens, pilots and non-pilots who believed that the airport has value.

If built, the convention center would have caused a wind shear problem on the main runway, forcing its closure. Since the airport is city owned, the issue went to referendum. The CPW/A printed and distributed bumper stickers and flyers and even went door to

door. The referendum was overwhelmingly defeated.

A couple of years later the University of South Florida wanted to expand its campus which is across from the airport. In an editorial, the Times stated that since the airport was city owned, the land should go to benefit the college.

City managers, bankers, and "one city councilmen agreed. The CPW/A, realizing it had a hard fight ahead, went on the road and around St. Petersburg to generate public support. They took a slide show with them which touts the airport's benefits. Before their action, the city council was divided with 1 council member for USF expansion onto airport land, 3 against, 4 "on the fence" and 1 for both.

An FAA representative suggested that the CPW/A have a master plan done. They did and presented it to the city council. The vote was 6-3 to keep and improve the airport.

The next year when the issue came up again, the result was 8-1 to keep and improve the airport. USF decided not to expand onto the airport. They, in fact, decided to add some aviation courses to their curriculum.

In closing, they offered advice to us as future airport managers: be sure that the airport is part of the Public Relations material of the city.

An unknown airport is unused and unwelcome. Be an active speaker in the community. Promote the airport to the clubs and organizations in the community. Be involved with the regional transportation committee. Know their discussions and decisions.

Lastly, speak in terms the public can understand. Aviation has a lot of technical language and you'll never reach your audience if they can't follow you. Follow the K.I.S.S. principle - Keep It Simple, Stupid!

AAAS meets Thurs. at 5 p.m. in room A 113. All are welcome.

# AHP

Alpha Eta Rho

By Geoff Waxman  
Correspondent

So many ideas have been remembered in our society. It's a marvel that these pieces fit together.

So much of our lives have been influenced by advice: a gift of insight into an idea you had, an angle once obscured now seen, or reading of your peers' morals.

Beauty, art, faith, health, life, love, and death are just a few of the kingdoms to be ruled by it. You are cautioned along the way with the insight, at a bargain make a pause. Yet we go on until eternity, trying to do what suits us best.

There are our parents who shaped us in one way or another.

# ΔX

By Chuck Stern  
Vice President

Our delegates returned from the Regional Conference brimming with enthusiasm.

According to the delegates, the ride to Statesboro, Georgia was almost as exciting as the conference itself.

Delegates Steve Nelson, Chuck Stern, and Kome Truhn attended workshops for the following areas: Motivation, Leadership, Chapter Management, and Alumni Relations.

By far, the most enjoyable part of the weekend was meeting and parting with Delta Chi's from other chapters. Hopefully, the knowledge gained by the delegates will benefit the entire chapter through increased spirit and efficiency of operation.

Athletics remain an important

People who have devoted themselves to the cause of the family. So much appreciation must be spent on people who have helped us. The people who influence you are people who believe in you. They are the ones to turn to in question or answer. They have an understanding of us others can't have.

Friends are about spontaneity in thought or cycles of truth, faith, and hope. Be true to life, be open, dig deep, and always question. Share your thoughts with your brothers, friends, parents, and contemporaries. Communication is the answer. How about this thought for our generation. "In faith Columbus found a path across unfriended waters."

part of fraternity life at Delta Chi. Both Hockey and Softball teams are still undefeated thus far. In addition, the Brothers continue to enjoy participation in basketball and Monday Night Bowling.

The Alpha Theta Pledge Class will have their first Question and Answer Period on Wed., March 5th. Recently, they held their first fundraising event at Amoco and Comco, Market on Ridgewood Ave.

The Pledge Class leadership is provided by Pledge Counselor, Ramiro Montufar; President, Richard Souza; Vice-President, Kevin Brangan; Secretary, Paul Holt and Treasurer, Doug Vryenhoof.

Upcoming events include dinner with Dean Rocket, Wine and Cheese Party with the Kappa Alpha Theta of Sieton, Wet & Wild Trip, and a Chapter Retreat.

# AFROTC

By C/Maj Armand Nyborg  
Air Force Correspondent

Congratulations are in order for the following drill competition winners: Group I D flight, Group II B flight, Group III C flight, Group IV A flight and Group V B flight. These flights are well on the way to becoming Honor Flight.

Special Projects has been busy this trimester. Two trips are planned for 13 March. One is scheduled to visit the Martin Marietta facility and the other will visit Avon Park. These trips are designed for

the cadets, so be sure to sign up.

Arnold Air Society has been working hard this trimester. They recently earned \$315 at a car wash.

The next PF cycle starts this week. Remember that it is the responsibility of the POC cadet to contact the GMC cadet.

The commissioning ceremony has been set for 26 April in the University Center. There will also be a luncheon after graduation for anyone interested.

It is more than halfway through the trimester, so

don't let up now. Nothing less than 100 percent enthusiasm can be tolerated.

## Arnold Air Society

March has started and AAS is on the final laps of our busy spring trimester schedule.

Last week in the Avion, the pledges who made it past informal were recognized. One name was somehow omitted, we wish to congratulate Keith Hoffman for successfully making it past informal.

We wish to thank everyone who participated in the blood drive last week in the U.C. for

making it such a success.

Last weekend some of our members tried on a camping trip and a grey time was had by all who attended.

This coming Sunday, March 9, AAS members will be car pooling to the Tico Airshow. The following weekend, 15 Mar., AAS will be helping at the Walk-A-Thon in Deland.

Wrapping up March on the 23rd will be the initiation dinner for the pledges who successfully complete the rest of the program. It will be held at Marko's Heritage Inn in Port Orange.

Finally please remember not to be late save lives.

# MIKE

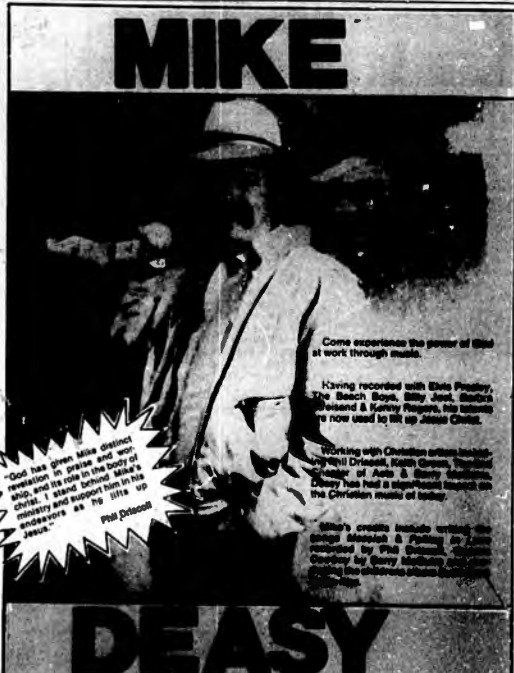
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Mike's events include singing, songwriting, and playing at local churches and community events.

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**Time: 7:00 p.m.**  
**Date: March 9, 1986**  
**Location: Family Worship Center**  
**309 Sixth St., Holly Hill**



# SKY

## Skydiving Club

By Dennis Redouty  
Former President

One thing skydivers are in constant search for is unique jump platforms. Whether it be from bridges, mountains, or balloons, an unusual jump is one for the logbook.

Recently, some of our club members were on a four day alert for a Boeing 727 that was to be chartered for jump purposes at Deland airport for a day. Unfortunately, the jump was cancelled but Skyline Deland was graciously to provide a DC-3 free for the day. A rare jump made

and other details will be manifested at the next Skydiving Club meeting which will be held in room A-101 at 7 p.m. on Wednesday, March 12. All members who plan on attending DZ day please come.

We also would like to commend our engineering day demonstration jumpers Jim Gr... Susan Segal and Larry V... for their accuracy and for being safe on third base.

Future demonstration jumps, crowd crew and skydiving events will be discussed. Don't funnel the formation, be in your slot!

Recently by our president Susan Segal was out of a 10 Ford Trans... The Skydiving Club would like to congratulate our 10 new first-jump members for taking their first step out of a perfectly good aircraft in flight. We urge them to skydive hard to get on freefall and off student status.

Many of our first-jump students made their first jump during DZ on Zone (L2) day. DZ is a monthly club event full of skydiving, fun, prizes, food and skydiving. Our next DZ day deploys at Exotic drop zone on Saturday, March 15. Available rider slots

## BLOOM COUNTY

by Berke Breathed



## Assistant can ease problems

By Arnold Leonora  
Special to the Avion

If you've come to the point where you're always struggling to keep up with your work load, but never can, perhaps it's time to select and train an assistant.

An assistant can take some of the weight off your shoulders by handling some of your more routine, less demanding tasks. This can give you time to handle the responsibilities that only you can do. And, if you ever become ill for an extended period, you can rest assured that your department will not fall into total chaos, leaving you with a huge mess to deal with when you return.

So, there are definite advantages to having an assistant. But it's not easy to select and train one. As a matter of fact, many managers look upon training an assistant as one of their hardest jobs.

"That negative feeling comes from not knowing exactly what an assistant is supposed to do," says Vernon Byrd, Chief Inspector for the Orlando Engineering Department. He notes, however, that training an assistant is not as difficult as selecting the right candidate for the job in the first place.

to be either. But, the person you select should know enough about the job to direct others and help them improve their skills.

**Initiative:** Does the person you select for assistant get things done without being told? You want someone who isn't going to wait for directions, yet who isn't afraid to ask questions when he or she is not sure how to proceed. A good assistant should look for ways to broaden his or her experience — without having to be placed in a formal learning environment.

**Report and respect:** How will your assistant fit in with the rest of your employees? Don't look for the most popular employee, but for someone who can cooperate with the rest of your staff. Choose someone who has the respect of his or her colleagues. When making your selection, you should look for someone who will be able to rise above the normal employee relationship — without alienating co-workers.

You should consider whether the person is willing to listen to others. Can you expect fair evaluation about employees and their performance? Or will the person carry grudges from the days as a regular employee?

**Communication:** Byrd sees an assistant as a person who can communicate information and

Originals. "Finally, choose an assistant who can make a case for his or her ideas. You don't want to hear just an echo of your own thoughts."

Guidelines for training an assistant:

Naturally, you aren't going to put anyone into a position he or she hasn't been trained for. The same rule will hold true for the person you select as an assistant. But when and how do you train an assistant?

The answer to when is before you need the Byrd stresses. The sooner you start, the sooner the employee will be able to handle the job. If you wait until your need for an assistant is critical, it'll be too late.

As for how, Byrd has found that the following guidelines can be effective training tools:

**Allow room to exercise judgement:** Byrd believes that good judgement is something one learns through experience. So you should give all your people — but especially a prospective assistant — some room to exercise judgement. You can give examples of what you expect but eventually you will have to just stand back and see what happens. After all, if you're constantly handling the details for your assistant, you can't see their development.

## LOST — AD

(continued from page 1)  
local news media have been provided with a description and photograph of Marlar so the public can assist in finding him. He is

(continued from page 1)  
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Six areas to consider when you make your choice.

"Managers often have a hard time selecting the right person," says Byrd. "They have a tendency to look at their employees' job performance as the sole criterion for choosing an assistant. But, if you select an assistant on just job performance, you could wind up turning a great employee into a terrible assistant. A potential assistant has to have more than the ability to do good work."

"You have to look beyond immediate performance," Byrd says. He suggests you use just six criteria to select an assistant.

**General skills knowledge:** Just as you aren't the best at each task or task your subordinates perform, your assistant doesn't have

to be either. But, the person you select should know enough about the job to direct others and help them improve their skills.

**Initiative:** Does the person you select for assistant get things done without being told? You want someone who isn't going to wait for directions, yet who isn't afraid to ask questions when he or she is not sure how to proceed. A good assistant should look for ways to broaden his or her experience — without having to be placed in a formal learning environment.

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Also, when you are making decisions, let your trainee participate. An assistant must know his or her priorities and working rules and how you think. And you can reverse the process by having subordinates explain their decisions — so you can see their decision making process at work.

**Promote practice:** When it comes to building supervisory skills and no working rules, Byrd believes in starting with the basics. Make sure the trainee knows your job from step to step and that he or she has a small supervisor for your assistant. Follow up with a constructive critique. If a mistake was made point out what you would have done differently and why.




## LOST — AD

(continued from page 1)  
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for the Orlando Engineering Department. He notes, however, that training an assistant is not as difficult as selecting the right candidate for the job in the first place.

Six areas to consider when you make your choice.

"Managers often have a hard time selecting the right person," says Byrd. "They have a tendency to look at their employees' job performance as the sole criterion for choosing an assistant. But, if you select an assistant on just job performance, you could wind up turning a great employee into a terrible assistant. A potential assistant has to have more than the ability to do good work."

"You have to look beyond immediate performance," Byrd says. He suggests you use these six criteria to select an assistant.

**General skills knowledge:** Just as you aren't the best at each skill or task your subordinates perform, your assistant doesn't have

evaluation at employees and their performance? Or will the person carry grudges from the days as a regular employee?

**Communication:** Byrd sees an assistant as a person who can communicate information and work standards to other employees. You set those standards, of course, but there has to be a way to follow up and make sure they are being met. The person you select must be able to talk to people: Oral communication skills are essential. In addition, an assistant should be able to write clear and concise reports.

**Ambition:** "The character traits I look for in an assistant are ambition and zeal," adds Byrd. "And seeing ambition is more convincing than being told about it. I want someone who makes an extra effort at the job, or takes on responsibility without being told."

"Of course, you'd like to find a person who is already experienced but, many times a newer worker will have more ambition than an employee who has been around awhile."

assistant — some room to exercise judgement. You can give examples of what you expect but eventually you will have to just stand back and see what happens. After all, if you are constantly handling the details for your assistant, you might as well do the job yourself.

Also, when you are making decisions, let your trainee participate. An assistant must know your priorities and working rules and how you think. And you can reverse the process by having subordinates explain their decisions so you can see their decision making process at work.

**Promote practice:** When it comes to building supervisory skills, there is no substitute for practice. Byrd believes in starting with the basics. Make sure the trainee knows your job from step one. Then, start the person on small supervisory for your assistant. Follow up with a constructive critique. If a mistake was made point out what you would have done differently — and why.

(continued from page 1) local news media have been provided with a description and photograph of Merlar so the public can assist in finding him. He is described as slightly over six feet tall, 200 pounds with brown eyes and brown hair, graying on the sides.

A police spokesman said they have done everything possible and all they can do now is, "wait and see what happens."

University officials had no additional information concerning Marlar's disappearance, however John Fidel, Vice-President of Development, said, "(We have) great concern... our prayers are with his family and we hope something develops soon in finding him."

President Tallman echoed Fidel's concern and added, "We want to cooperate and help his family through this."

(continued from page 1) accepted. Tallman and Doten both agreed the proposal would benefit the students.

In announcing the implementation of the program, Doten said, "The University recognizes the value of the efforts, time and energy that the leaders of Student Government contribute to the organization, the student body, and to the University."

"We also realize that because of the commitment these individuals make it is often not feasible for them to become involved with other activities including part-time work to supplement educational expenses," added Doten.

The tuition assistance program entails a combination of credit hour waivers and cash payments. The University will provide student leaders with waivers of from two to seven hours, depending on the position held. The SGA will provide cash payments to other

students who work for the Phoenix Yearbook, Entertainment Advisory Board, and Avion Newspaper.

Kohlman described the rationale behind the development of the assistance proposal: "What we were looking for was a way to give student volunteers something to work for; fair compensation for the time they put in at their positions; and a way to make them more accountable for their actions."

"Before this system was implemented, there really wasn't any way to hold student volunteers accountable for their jobs... since they weren't getting paid, but they were devoting hours and hours of work every week, there wasn't anything keeping them from abandoning their jobs when their time or money got short except their sense of responsibility," said Kohlman.



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7:30 p.m. Room E-611



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## The Co-op Corner

### Graduating senior gains confidence from experience with Federal Express

By Jeff Guzzetti  
Avion Staff Reporter

Joni Hunt is a graduating senior in the Aviation Administration program. Armed with the knowledge that she gained from a full year co-op with Federal Express, Joni's confidence level is high as she enters the job interview process.

"It really gives you something to talk about in an interview," stated the 22-year-old daughter of the late ERAU president Jack Hunt. "Co-op provides valuable experience that looks good on a resume."

Joni began her co-op with Federal Express in August of 1984. She packed her bags and relocated to the corporation's headquarters in Memphis, Tennessee. She was classified as a Flight Coordinator and was put to work in the Flight Operations Department.

"I helped get everything ready for the 60-plus flights that were

launched every night," she explained. "We used the computer extensively to obtain route information, weather, and weight and balance—we disseminated information for pilots."

Joni went on to explain the level of responsibility that she and her co-op "superpartners" received in flight ops. "Our department was manned by a lot of co-ops; we had to make sure

Federal Express's manpower needs. She received \$1000 a month when she began, but this figure increased to \$1200 per month after four months.

Aside from her lucrative pay, Joni received the privilege of two round-trip jump seats every four months. "I went to L.A., Philadelphia, Tampa and Daytona a couple times," she boasted. "It was great!"

*"... it gives you a chance to find out what it's really like out in the real world."*

everything was right for the flights out. We even had a 'Senior Co-op in Charge' one day a week when the full-timers were off. You just can't make any mistakes."

Originally scheduled as an eight-month tour, Joni was asked to stay an additional four months after a hiring freeze affected

Joni was also able to take two classes through Embury-Riddle while on co-op; she attended a class at the ERAU Resident Center at nearby Millington Naval Air Station, while completing another through the External Degree Program.

"One of the best aspects of my co-op, though, was working with



Joni Hunt

the people—they were all great," she explained. "Everyone really likes Embury-Riddle people there."

When asked if she would recommend co-op to other students, Joni's response was itemized: "Yes! Definitely! It provides a good break from the school routine, it gives you a chance to find out what it's really like out in the real world, and it's valuable experience."

*The deadline for all summer co-op applications is this Friday, March 7. All interested students must contact Lisa Brazzel in the Career Center for more information.*

## Seniors beginning to nail down plans

By Claude P. Franco and William J. Krebs  
Senior Class Council Communications

The Senior Class is anticipating a large and exciting graduation on April 26, and the Senior Class Council is working to make it just that. Class President Brian F. Finnegan and Vice President Geoff Anderson have done a fine job delegating committees for the areas most needed for a successful graduation.

Hotel Accommodations Chairman Leo Fernandez reported at the council's Feb. 25 meeting that there were between 40 and 50 area hotels giving discounts to family members of graduation seniors. Prices range from \$20 to \$70 per night, depending on accommodations. A complete list will be mailed to each graduate next week and will also be available in the Student Activities office in the U.C.

Project Chairman Nick Sosa has had several Class Project suggestions submitted. They include a letter-quality printer for the computer lab, catering the Senior Class Party, beautifying the University Center balcony and splitting the cost of a memorial painting of the space shuttle Challenger and her crew with the L5 Aerospace Society. The final decision is expected to be voted on at the council's March 4 meeting.

Janet Keck and Ann Neierles have been working on a master ballot for the Outstanding Faculty Member Award. The first round of voting will occur at the Senior Class' second meeting, which will be held during the beginning of April on a date to be announced. The second round will be conducted by setting up booths around campus. All seniors should realize the importance of this special award. Be sure to vote.

Party Chairman Armando Segarra reported his committee has been looking for a Senior Class Party location. Possible sites are 701 South, Mirage, Finky's and the Plantation Club. The party is set for Thursday, April 24. There will be a nominal fee which can be paid during cap and gown pick-up on a date to be announced.

There are several fund raising events being considered by chairman Amy Rascatti which include a possible skating party on March 13, dress sales and T-shirt sales. T-shirts are now being designed and will hopefully be available for sale next week. The Senior class is also planning to raise some revenue by logging time at the Skyfest Airshow on April 12 and 13. Donations to it, Senior Class are always welcome and may be submitted to the Student Activities office.

In addition to these accomplishments, the Student Government Association has loaned the Senior Class \$200 to use as necessary. Brian Finnegan is discussing the concept of aligning future classes by graduation year.

Please feel free to express your ideas about graduation or pre-graduation functions in the Student Activities office. Brian Finnegan's office hours are MWF 8-10 a.m.; Geoff Anderson, TR, 3-4:30 p.m. Senior Class Council meetings are on Tuesdays at 7:30 p.m. in room B-518. Baked munchies are provided Janet Keck and coffee is donated by Epicure Food Service in recognition of the years of support the graduates have given them. Thanks to all.

## High Praise

To the Editor:

For the past few weeks I have been reading the column written by the Young Republicans. I have also been reading letters to the editor. It would seem that the Young Republicans have their own share of supporters. They also have a bit of opposition as with all political groups. I do not think they would have as much opposition if they didn't come off sounding like McCarthyist bigots.

Last week (Feb. 25), however, I did notice that they had one or two good ideas hidden in the usual line of communist denunciations.

The first was an idea, in response to a joint space project. I think it would be a good idea to ask our allies and the "smaller democracies" as they referred to them, to help us in such a mission.

The other problem I have is that it excludes the Russians from helping us just because they are communist.

Science and technology in and of themselves are not political. The first step toward world peace

is working with our enemies to make them our friends. The best way to do that is to start on a project which has nothing to do with politics.

Besides, this country fought for its independence because we wanted the right to govern ourselves and to choose how we would be run. Denouncing communism because it differs from capitalism is not right. I am not saying we shouldn't fear war or that we should embrace them with open arms. Just that we work with them so that some day we might be able to see past politics into the fact that we are all human.

If I am called a liberal/communist because of what I've said, then I am sorry that the Young Republicans are deaf to the views of others. Rather I hope that they will look at what I've said (if this gets printed) and recognize that I have different views but I am not dangerous.

The second idea they had was that some kind of a liberal/democratic group form on campus and that we take our arguments to the debate floor. If anyone reading this would like to help me charter such a organization, I am interested in

See IDEAL, page 13

## Show Time

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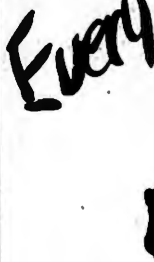
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# Orbital Inclinations Investment commentary

## Budgeted numbers are killing pilots

Wes Oleszewski

**Editor's note:** This week Wes Oleszewski, creator *Klyde Morris*, responds to the *Orbital Inclinations* in last issue.

Throughout the history of aviation when management "cuts a corner" pilots die. Management broadens, and pilots die. Management puts on a show, and pilots die. Management gets "selective firing," and pilots die. Management wants to "get it right now," and pilots die.

Management consists of those people with nice trip pencils who add lib the figures at the end of a calendar year, and should the figures come up short, it's the pilots who may find themselves unemployed. The figures seldom if ever reflect the flight conditions at any one given day. What may seem rigorous flight conditions at the time remains unseen the end of a fiscal year — hidden in those nice neat numbers.

A professional pilot knows that to cut a corner, use bad decision making process or make a critical mistake may very well cost him his life, and worse, the lives of others. This is foremost in the mind of every pilot, and we approach our job in that way. Perhaps it is about time that aviation managers proached their jobs the same way.

The aviation management courses that I have taken at Embury-Riddle were taught as if these aviation managers were on their way to running a K-Mart. If I make a mistake at K-Mart you get out your price tag and fix it — covering up your mistake. If you like an error in aviation management, it may be to get out the putty knife and extra small flybags.

The tragedy of mission 51-L reminds us of this inefficiency in management's thinking.

It was for Shuttle mission 61-A that Jim Banke and I went to the Kennedy Space Center to cover the inch of the German SpaceLab aboard Challenger's

tragedy, and how management gets "selective firing," and pilots die. Management wants to "get it right now," and pilots die.

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Having had the opportunity to meet Christa, her s has his both Mr. Banke and I fairly hard. The first part for me was that as a pilot I could do something to keep this from ever happening again. As a manager, however, Mr. Banke has the opportunity to lull do something about "the management blues" wrote about last week.

It is the future NASA managers who can approach their jobs with the pilot's attitude that even the most mundane task can mean the difference between life and death.

Aviation is only inherently dangerous for those who do not remember that it is inherently dangerous. Perhaps each day the aviation manager should look at a desk and chair and realize there is no seatbelt, no bulid harness, placards or warning lights as there is in the pilot's workplace. In this he should remember that his decisions are just as critical as the pilot's who walks the yellow line everyday.



## Funds may help replace lost orbiter

National Aeronautics and Space Administration

WASHINGTON, D.C. — NASA has issued the following statement concerning United States Space Foundation plans to raise funds for construction of a replacement Space Shuttle orbiter *Challenger*. The statement follows:

The United States Space Foundation has outlined to NASA official plans to provide a central national focal point for a variety of individual fund raising activities related to construction of a replacement orbiter for the *Challenger*.

The foundation is a private, non-profit, educational organization established to stimulate international dialogue on the beneficial uses of space and to integrate space education materials into the curriculum of schools at all levels.

Pursuant to its plan, the foundation has established the *Challenger 7 Fund* which already has received significant contributions and has marshalled the support of a number of individuals and organizations. The foundation ultimately plans to donate the contributions to NASA for its use in financing a replacement orbiter should the U.S. Congress authorize a replacement.

Acting NASA Administrator Dr. William R. Graham, after having been advised of the foundation's plans, praised the basic thrust of the plans and commended, "I believe that activities of this nature are very responsive to the wishes and the support provided by Americans in response to the *Challenger* tragedy."

"When and if a replacement orbiter is authorized and legislation to permit NASA to accept donations is in place, we are pleased and honored to accept private contributions through the auspices of the foundation from other sources," Graham continued.

"It would be a fitting way for individuals and organizations to participate in the Space Shuttle program and to honor *Challenger* crew," Graham said.

Contributions to fund a replacement orbiter may be sent to:

**Challenger 7 Fund  
United States Space Foundation  
Post Office Box 51-L  
Colorado Springs, CO 80901**

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An Ariane 1 launcher lifts off from the Guiana Space Center.

## Good news from Ariane

boosters. A heavy-lift launcher.

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An Ariane 1 launcher lifts off from the Guiana Space Center.

boosters. A heavy-lift launcher.

development in part to support European space shuttle competition.

The next Ariane launch scheduled for March 12, 1988, will carry two communications satellites — GS-1 for the U.S. company Spacenet, and BRASAT, the Brazilian company BRATEL — into geostationary orbit.

Ariane is the industry and commercial company responsible for the products the Ariane launch vehicles. European companies also make and sell Ariane launch services and handles operations from Guiana Space Center Ariane Inc., a wholly owned subsidiary of Ariane, responsible for marketing Ariane launch services in the U.S. States.

Ariane has firm orders for 43 satellite launch backlog of 29 satellite launch worth about \$1.5 billion.

## NASA picks new shuttle director

Astronaut Richard Truly is Associate Administrator for Spaceflight

National Aeronautics and Space Administration

an appointment that was announced on Jan. 23.

Two-man crews that flew the Shuttle *Enterprise* approach and landing test flights in 1977. He was then assigned as a backup pilot

fleet worldwide. After attending schools in Fayette and Meridian, Miss., Truly earned an M.S. in

ST. LOUIS, Mo. — The McDonnell Douglas F/A18 Hornet fighter aircraft

1969 through 1973. Skybolt have been flown since 1974. The Blue Angel Hornets have a single engine-gener-

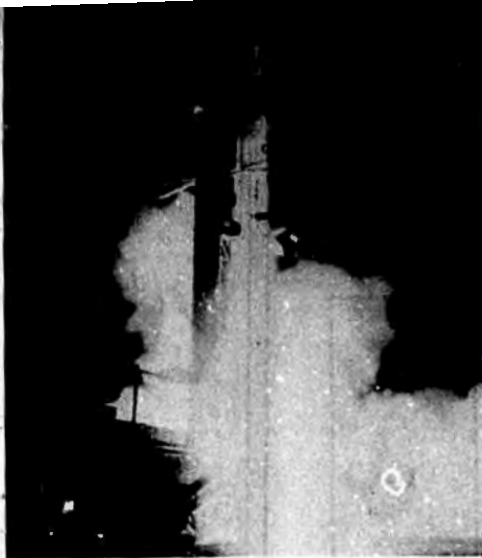


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An Ariane 1 launcher lifts off from the Guiana Space Center.

# from Ariane

By Jim Banke

Arianespace successfully launched the sixteenth Ariane late last month, returning some confidence in an aerospace industry still hurting from the disaster of *Challenger*.

The Ariane 1 booster placed two satellites into earth orbit approximately 825 kilometers high with an inclination of 98.7 degrees. This was the first launch with a due North trajectory from the Kourou, French Guiana launch complex.

SPOT-1, an earth observation satellite operated by the French space agency CNES, and VIKING, a Swedish scientific satellite, were the two payloads carried.

Arianespace used its last Ariane 1-type booster for this mission. Eleven Ariane 1 boosters have now flown. Larger Ariane launchers are to be flown from now on, each featuring either liquid or solid strap-on

boosters. A heavy-lift-launcher vehicle, the Ariane 5, is under development in part to support the European space shuttle concept.

The next Arianespace launch is scheduled for March 12, 1984. Ariane V17 will carry two communications satellites — GSTAR II for the U.S. company General Dynamics, and BRAILSAT-2 for the Brazilian company INPE. BRATEL — into geostationary transfer orbit.

Arianespace is the industrial and commercial company responsible for the production of the Ariane launch vehicles. A European company also markets and sells Ariane launch services and handles operations from the Guiana Space Center. Arianespace Inc., a wholly owned subsidiary of Arianespace, is responsible for marketing Ariane launch services in the United States.

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National Aeronautics and Space Administration

WASHINGTON, D.C. — Admiral Richard H. Truly, 54, Commander of the Naval Air Station, has been appointed Associate Administrator for Space Flight, NASA Headquarters, effective immediately.

Truly will head NASA's Space Shuttle program and will assume the duties of the agency's Design Data Analysis Task Force which is reviewing the Shuttle Challenger accident of Jan. 28, 1986. In both roles, he succeeds to W. Moore. Moore will assume the post of Mission Space Center Director,

an appointment that was announced on Jan. 23.

Truly was designated a naval aviator in 1960. His initial tour of duty was in Fighter Squadron 33, where he flew F-8 Crusaders and made more than 300 carrier landings. From 1953 to 1965, he was first a student and later an instructor at the U.S. Air Force Aerospace Research Pilot School, Edwards Air Force Base, Calif.

In 1965, he was among the initial military astronauts selected to the USAF Manned Orbiting Laboratory program. He became a NASA astronaut in 1969 and spent 14 years with NASA.

Truly was pilot for one of the

two-man crews that flew the Shuttle *Enterprise* approach and landing test flights in 1977. He was then assigned as backup pilot for STS-1, the first orbital flight test of the Space Shuttle. His first space flight was STS-2 (Nov. 12-14, 1981) as pilot of the Shuttle *Columbia*. He was commander of STS-8 (Aug. 30-Sept. 5, 1983), the Shuttle *Challenger*, the first night launch and landing in the Shuttle program.

Truly became the first commander of the Naval Space Command upon its commissioning on Oct. 1, 1983. The Command is responsible for management and operational control of all Navy satellites in use and provides direct space system support to the

fleet worldwide.

After attending schools in Fayette and Meridian, Miss., Truly enrolled as an NROTC midshipman at the Georgia Institute of Technology in 1955. He received a bachelor of aeronautical engineering degree and was commissioned an ensign in the U.S. Navy in 1959.

Truly has received numerous Defense, Navy and NASA awards. He also is the recipient of the Robert H. Goddard Memorial Trophy, the Thomas D. White Space Trophy and the Robert J. Collier Trophy.

Truly is married to the former Colleen Hanner of Milledgeville, Ga. They have three children.

## Blues choose F-18's

McDonnell Aircraft Co.

ST. LOUIS, Mo. — The McDonnell Douglas F/A18 Hornet fighter/attack aircraft has been selected by the U. S. Navy as the official airplane of the Blue Angels flight demonstration squadron for the 1987 show season.

Eleven specially modified F/A-18s will replace the squadrons current airplanes (Douglas A-4 Skyhawks) at the conclusion of the 1986 season.

The changeover to Hornets will mark the 17th consecutive year in which the Navy has flown McDonnell-Douglas built airplanes in the Blue Angels squadron.

F-4 Phantoms were used from

1969 through 1973. Skyhawks have been flown since 1974.

The Blue Angel Hornets will have a special smoke-generation system, and a new seat harness to help pilots handle the weightlessness caused by steep maneuvers.

The first F/A-18 will be modified at McDonnell Aircraft facilities in St. Louis and will be flown next fall. The remaining aircraft will be modified at the Naval Air Rework Facility, North Island near San Diego, Calif.

After the planes are modified they will be painted with the distinctive blue and gold colors of the Blue Angels. Pilots will train with the Hornets for the first time at El Centro, Ca. In Jan. 1987

# Space agency's plans call for 5 unmanned launches

ATLAS/  
CENTAUR

## NASA

May 1 Delta 178 Complex 17, Pad A  
May 22 AC-66 Complex 36, Pad B  
Aug. 14 Delta 189 Complex 17, Pad B  
Oct. 9 Delta 179 Complex 17, Pad A  
Nov. 6 AC-67 Complex 36, Pad B

GOES-G DELTA  
FLTSATCOM-F  
DOD  
GOES-H  
FLTSATCOM-G

National Aeronautics  
and Space Administration

KENNEDY SPACE CENTER, Fla. — Five satellites will be placed into orbit by Delta and Atlas Centaur rockets to be launched by NASA in 1986.

The GOES weather satellites for the National Oceanic and Atmospheric Administration (NOAA) are an improved version of geostationary meteorological spacecraft providing day and night pictures as well as vertical temperature and moisture data in the atmosphere for use in

forecasting. They will also collect and relay data from remote automated facilities, including ocean buoys, rain gauges, river and tide gauges, and automated weather observing facilities. In addition, the satellites detect solar activity that impacts the readability of radio transmissions as well as having environmental effects.

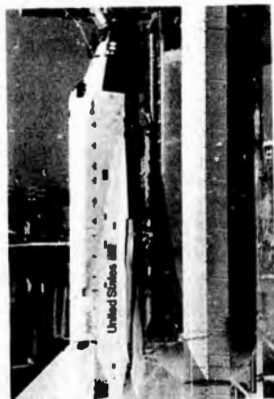
The FLTSATCOM satellites are a second generation series of geostationary communications spacecraft to be shared by the Navy, Air Force and other entities within the Department of Defense, including the Strategic Air Command and the Presi-

tial Command Network.

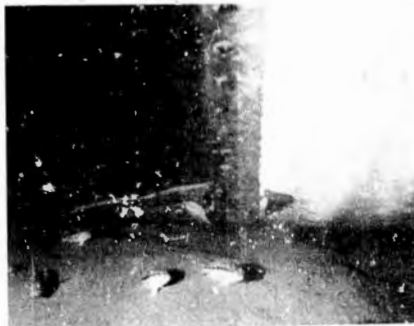
They provide secure communications between land-based facilities and ships, submarines or aircraft. The navy is the lead agency for the FLTSATCOM series.

Delta 180 will launch a mission for the Department of Defense which will support the research and development effort for the Strategic Defense Initiative.

Delta rockets are launched under management of a joint NASA/McDonnell Douglas Aeronautics launch team. Atlas Centaur missions are managed by a joint NASA-General Dynamics Convair launch team.



Newly released view of the puff of smoke issuing from Challenger's right side booster.



The aft segment of Challenger's left side solid rocket booster shelters a school of fish at the ocean's bottom approximately 23 miles east of Kennedy Space Center. Photograph was taken by the deep drone remotely controlled Navy submersible at a depth of 210 feet. Among the recovery methods being considered is the attachment of lifting ears to the tang holes in the dark portions of the booster segment at center.



Icicles decorate Launch Pad 39B on the morning of Jan. 28. Photo taken during ice inspection prior to launch.

## EAGLE FLIGHT CENTER

Newly released view of the puff of smoke issuing from Challenger's right side booster.

recovery methods being considered is the attachment of lifting ears to the tang holes in the dark portions of the booster segment at center.

Icicles decorate Launch Pad 39B on the morning of Jan. 28. Photo taken during ice inspection prior to launch.

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SODDEN IMPACT	3-1-1
TAILHOOKERS	3-2
BONZO BEAST BARRIES	0-4

"B" DIVISION	
BLACK SHEEP	4-0
ROTORHEADS	4-1
SPECTRUM	2-3
DESPERADOES	3-2
ISLANDERS	1-3
WEATHER WIZARDS	1-3
MU TANTS	2-3
STYLES	0-4

FRATERNITY DIVISION	
ALPHA ETA RHO	4-0
DELTA CHI	3-0
SIGMA CHI	3-1
LAMBDA CHI	1-2
SIGMA PI	1-3
SIGMA PHI DELTA	0-4

Softball will continue this Sunday. Check the bulletin board in the U.C. or at the Recreation office by the swimming pool for the latest schedules.

# INTRAMURAL BASKETBALL

## Basketball Results

DELTA CHI	57
Huron Union	91

## Basketball schedule

Midwest	VS	Sigma Chi
Bethel	VS	Huron Union

Three games will be played on March 8.



The Riddle Lacrosse team scrimmaged against the Ocala squad last Sunday after noon. The Riddle squad achieved a 21-1 victory and is looking forward to their next game.



The Tailhooker's Rick Herrholtz about to hit the ball in the Tailhookers 13-5 victory.

# Ribbs wins 'driver of race' in Miami

**Associated Press**  
**MIAMI** — After 23 laps of the Camel GTO at the Grand Prix of Miami, reporters covering the event selected Willy T. Ribbs as the outstanding driver of the race.  
 In the 26th, and last lap, Ribbs lost the lead to Scott Pruett and then smashed into the back of Pruett's car on the next-to-last turn.  
 Ribbs won \$1,500 as the outstanding driver of the race. Then, he was fined \$2,000 by the International Motor Sports Association for reckless driving. It added up to controversy, and a look-what-I-found victory for Jack Baldwin Sunday in the 45-minute race run in conjunction with the Grand Prix of Miami.  
 The fine again... was the largest on record by IMSA. That probably comes as no shock to Ribbs, one of the few black drivers on the racing circuit.  
 "I think because it's Willy T., people are making a lot out of it," Ribbs said. "Everything that happens, if I'm in it, it's magnified times 10."  
 Ribbs started second and roared past the pole-sitting Pruett on the first lap and held onto the lead until the final lap of the 45-minute race. The ballots for driver of the race were collected with a lap to go.  
 Then Pruett, in his first year racing GTO cars, slipped underneath Ribbs on the eighth turn of the last lap to grab the lead. On the 11th turn of the 12-turn, 1.87-mile road course, Ribbs tried the same move on Pruett.  
 He slammed his Ford Thunderbird into the back of Pruett's Ford Mustang, spun around and slammed into the wall just one-half mile from the finish line.  
 Track steward Mark Raffauf fined Ribbs \$2,000, but decided the race results should stand.  
 Baldwin, of Woodstock, Ga., was a distant third in his Chevy Camaro when the wreck occurred.  
 See Ribbs, page 11

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Then get in on the ground floor in our undergraduate officer commissioning program. You could start planning on a career like the men in this ad have.

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■ You can take free civilian flying lessons

■ You're commissioned upon graduation

The Tailhooker's Rick Herrholtz about to hit the ball in the Tailhookers 13-5 victory

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■ Earning \$100 a month during the school year

■ As a freshman or sophomore, you could complete your basic training during two six-week summer sessions and earn more than \$1100 during each session

■ Juniors earn more than \$1900 during one ten-week summer session

■ You can take free civilian flying lessons

■ You're commissioned upon graduation

If you're looking to move up quickly, look into the Marine Corps undergraduate officer commissioning program. You could start off making more than \$17,000 a year. We're looking for a few good men.

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## Want to move up quickly?

# Marines

See Capt. Meurer at the University Center March 10-13 or call 1-800-432-2061





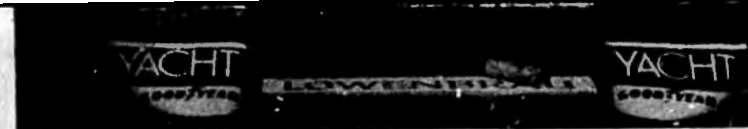
8. Pete Holsmer, Anaheim, Calif., and Lyn St. James, Dania, Fla., Ford Mustang Probe, 123.

9. David Hobbes and John Watson, England, BMW GTP, 122.

10. Tony Adamowicz, Culver City, Calif., and Elliott Forbes-Robinson, Denver, N.C., Nissan GTP, 119.

11. John Kalagian, Folly Beach, S.C., and Rick Knoop, Laguna Beach, Calif., Buick March, 116.

12. Al Leon and Art Leon, Dallas, Chevrolet March, 115.



The Spirit of Miami was one of the most liked cars at the race but Ralph Sanchez 'the driver of the number 85 car' was unable to steer his car to a victory.

Auton photo by Allen Berg

13. Gianpiero Moretti, Italy, and Randy Lanier, Davie, Fla., Porsche 962, 115.

14. Jim Adams, Los Angeles, and John Hotchkis, Pasadena,

Calif., Porsche March, 108.

15. David Andrews, England, and Nick Nicholson, New York, Ford Tiga, 106.

16. Bard Boand, Barrington,

Ill., and Richard Anderson, Northbrook, Ill., Chevrolet Lola, 98.

17. John Paul, Jr., West Palm Beach, Fla., and Bob Lobenberg, Emeryville, Calif., Buick Hawk,



The Lowenbrau Special driven by Al Holbert, and Derek Bell finished in 6th place after an accident that almost put them out of the race for good.

Auton photo by Allen Berg

TIME PLACE  
March 4, 11, & 25 Tuesday, 0830 H-131, GRW complex  
March 22 Saturday, 0830 H-113, GRW complex

Students intending to take an FAA Pilot Written Examination are required to sign up in office D-200 or call extension 1307 prior to examination day.

## MERGE

(continued from page 1)

Eastern was threatening to lay off most of its 40,000 employees and to limit its flight schedule or to totally shut down operations.

The airline was also facing a 2.5 billion dollar debt, in which it was in technical default, and was given a deadline of February 28 to present an acceptable plan of profitability to its major creditors.

Eastern had been trying to win wage concessions from its three major Unions which represent its pilots, flight attendants and machinists. These concessions were to help keep the airline from

defaulting on its debts and having to declare bankruptcy. They reached an agreement with the pilots and flight attendants but machinists would comply only if Borman stepped down as President.

This was unacceptable to the Board of Directors and the decision to sell was made.

The proposed merger still requires the approval both companies shareholders and of the federal departments of Transportation and Justice to identify any violations in anti-trust laws that the merger may create.

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# Blimp awes national populace

By Brian Nicklas  
Avion Staff Reporter

**Editor's note:** Last week, the Avion began the first part of a two article series centered around the world-renowned goodwill ambassador, the Goodyear Blimp.

Attended by a complement of ground crew, and a squad of pilots, the Blimp attracts a host of viewers wherever it flies overhead or ways around it's tether. The attending through almost overwhelms any sense of security, but there seems to be a "Perimeter of Awe" that keeps most safely away.

According to Blimp pilot trainee Drew Marshall, who is an LRAU alumnus, the Blimp really doesn't compare to any other aircraft, but actually "flies

like a ship at sea. Very sluggish." Marshall, who has been with Goodyear since November, now has about 200 hours of the 250 hours Goodyear requires during training. Marshall states that he had 2800 hours of flight time, but it was the year he spent as a computer technician that helped him get the job. He was applied to Goodyear three years ago, and had applied again shortly before he was hired. "It was in the right place at the right time," said Marshall, repeating a phrase that seems to crop up a lot in aviation. Marshall was not the only member of the crew to have ties with Embury-Riddle, as the more senior blimp captains knew: the University's first President, Jack R. Hunt. Hunt was a noted aeronaut, having been awarded the Harmon Trophy for his exploits in the U. S. Navy's blimp ZPG-2 "Snowbird." Pilot Pat

Henry flew with Hunt in the last naval blimp squadron, while Jim Maloney, Jr. and his father both knew Hunt through Goodyear. Maloney, who has Ph.D's in Electrical Engineering and Computer Science, is an Expert with one of the more unique aspects of the Blimp, it's sight sign which is located on the blimp's sides.

Known as the "Super Skyacular", the sign is a step up in aerial messages of the past, when Goodyear and the "Winged Foot" logo were simply painted on the envelope. Next came banners, the "Neon-O-Gram", incandescent lights, a running copy sign similar to the marquee in the University Center, and then the predecessor to the current sign, the "Skyacular." The "Skyacular" was used on the smaller Mayflower ship, and the larger GZ-20A called for a larger billboard. The length of the two was the same at 105 feet, but the two heights compared at 14.5 feet vs. 24.5 feet.

The Super Skyacular has 3,780 lamps of red, yellow, blue and green, with some 80 miles of wiring to connect the aerial display. First used in 1969, the display requires additional power for the computer and illumination. The source? A "power egg" in the form of a podded turbojet APU that carries under the car at a quick disconnect fitting.

Flying power for the Enterprise comes from two Continental ID-360-D22's, driving Hartzell BHC-92 WF-3L two-bladed constant speed, reversible pusher propellers. These engines are mounted on stubs at the rear of the car, one on each side.

Dimensions for the round silver lady are as follows: length 192 feet, height 59 feet and width 50 feet. Containing 202,700 cubic feet of helium, this gives the blimp a lifting capacity of 2,820 lbs. although the blimp has a maximum altitude of 10,000 feet.



Drew Marshall



Avion photo by Peter Marz

The late afternoon sun helps cast a sandy shadow.



Avion photo by Brian Nicklas

The crew strain at ropes to guide the Blimp on the ground while passengers alight. (Below) Pilot Don Pioskunak leaves the Enterprise's cabin.



Avion photo by Peter Marz



Goodyear ground crewman unlocks the safety catch atop the mooring mast as the Blimp pulls away for flight.



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Goodyear ground crewman unlocks the safety catch atop the mooring mast as the Blimp pulls away for flight.

blimp a lifting capacity of 2,820 lbs. although the blimp has a maximum altitude of 10,000 feet.

co, these watch periods are pass-

See BLIMP, page 13

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